



**CITY OF SAINT PAUL**  
*Christopher B. Coleman, Mayor*

*25 West Fourth Street  
Saint Paul, MN 55102*

*Telephone: 651-266-6565  
Facsimile: 651-228-3261*

**DATE:** 5/5/11  
**TO:** Planning Commission  
**FROM:** Neighborhood Planning Committee  
**SUBJECT:** Initiate District 9 Residential Zoning Study

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### **BACKGROUND**

The District 9 Area Plan, adopted by the City Council on July 7, 2010, addresses a number of housing issues of concern to District 9 residents. Preserving and improving existing housing and maintaining the character of existing residential areas are key themes in the plan. The plan contains specific key strategies related to residential zoning:

1. Maintain the character of existing residential areas by keeping zoning appropriate to residential neighborhoods.
- ...
3. Study rezoning the area of District 9 bounded by Grand Avenue to the North, Interstate 35E to the Northwest, Smith Avenue to the East, Shepard Road to the Southeast and Grace Street to the South to assess the impact of the conversion of single family homes to multi-family residences and consider downzoning with the intent to prevent future conversions of single-family homes and require deconversion of homes designed as single-family when the property has been vacant for 365 days.

On October 27, 2010, the City Council passed a resolution that requesting a zoning study of the area described above, "for the purpose of assessing the impact of converting single-family homes into multi-family residences and, further, to consider whether down-zoning in the described area will prevent future changes in the condition of this Established Neighborhood by prohibiting single-family home conversions and, accordingly, preserve the prevailing character of the neighborhood." A moratorium on the issuance of zoning and building permits or approvals that would permit an existing single-family home in the study area to be converted to a two- or three-unit dwelling is also in place.

### **COMMITTEE RECOMMENDATION**

The Neighborhood Planning Committee recommends the initiation of a zoning study for the residential area of District 9 generally defined as Grand Avenue to the North, Interstate 35E to the Northwest, Smith Avenue to the East, Shepard Road to the Southeast and Grace Street to the South. The purpose of the study is to explore rezoning the primarily RT2-zoned parcels within the study area to better reflect the single-family character of the existing neighborhood, and to complete a key strategy in the District 9 Area Plan.

#### **Attachments:**

1. Map of the proposed Zoning Study Area
2. Draft Planning Commission resolution to initiate a District 9 Residential Zoning Study

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

**Initiation of District 9 Residential Zoning Study**

WHEREAS, as required by Minn. Stats. §§ 462.355, Subd. 1a and 473.864, Subd. 2, the City, on February 24, 2010, duly updated its Comprehensive Plan; and

WHEREAS, on July 7, 2010, the City adopted a new District 9 Area Plan as an addendum to the Comprehensive Plan; and

WHEREAS, the District 9 Area Plan's Housing Strategies calls for the preservation and improvement of existing housing and, in particular, calls for an assessment of the impacts of converting single-family dwellings into multi-family dwellings; and

WHEREAS, the District 9 Area Plan's Housing Strategies specifically calls for a study of that area within District 9 bounded by Grand Avenue to the North, Interstate 35E to the Northwest, Smith Avenue to the East, Shepard Road to the Southeast and Grace Street to the South, for the purpose of assessing the impact of converting single-family homes into multi-family residences and, further, to consider whether down-zoning in the described area will prevent future changes in the condition of this neighborhood by prohibiting single-family home conversions and, accordingly, preserve its prevailing character; and

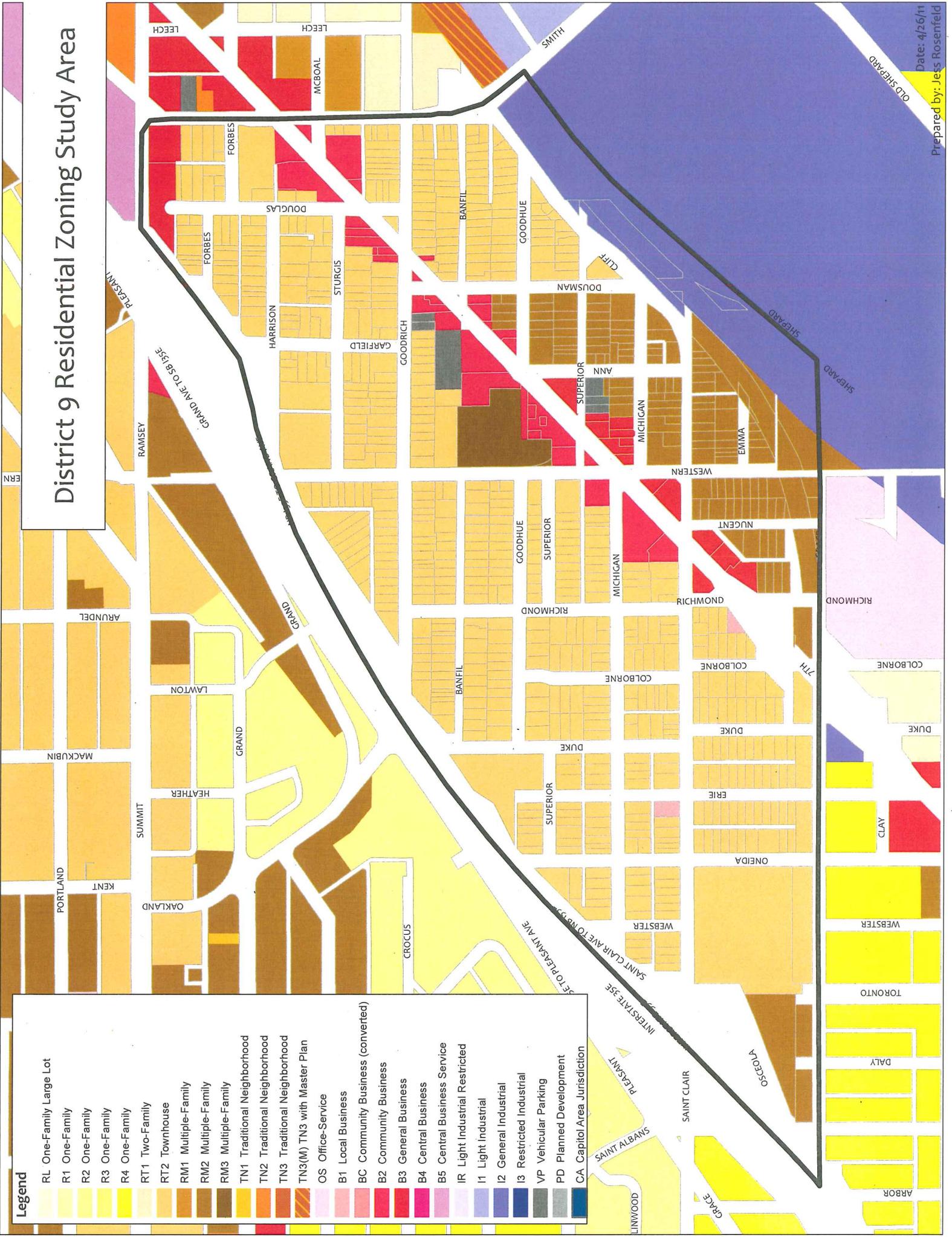
WHEREAS, on October 27, 2010, the City Council requested that the planning commission undertake a zoning study to assess the impact of converting single-family homes into multi-family residences in that area of the District 9 Planning District set forth in the preceding paragraph of this resolution as well as to make any recommendations regarding down-zoning or any other amendment(s) to the City's official controls which would preserve the prevailing character of the said neighborhood; and

WHEREAS, Sec. 61.801(b) of the Zoning Code authorizes the Planning Commission to initiate an amendment to the Zoning Code as provided in Minnesota Statutes Sec. 462.357, Subd. 4; and

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission hereby initiates the District 9 Residential Zoning Study for a study area generally defined as Grand Avenue to the North, Interstate 35E to the Northwest, Smith Avenue to the East, Shepard Road to the Southeast and Grace Street to the South.

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

# District 9 Residential Zoning Study Area



**Legend**

RL One-Family Large Lot
R1 One-Family
R2 One-Family
R3 One-Family
R4 One-Family
RT1 Two-Family
RT2 Townhouse
RM1 Multiple-Family
RM2 Multiple-Family
RM3 Multiple-Family
TN1 Traditional Neighborhood
TN2 Traditional Neighborhood
TN3 Traditional Neighborhood
TN3(M) TN3 with Master Plan
OS Office-Service
B1 Local Business
BC Community Business (converted)
B2 Community Business
B3 General Business
B4 Central Business
B5 Central Business Service
IR Light Industrial Restricted
I1 Light Industrial
I2 General Industrial
I3 Restricted Industrial
VP Vehicular Parking
PD Planned Development
CA Capitol Area Jurisdiction



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*Christopher B. Coleman, Mayor*

*25 West Fourth Street  
Saint Paul, MN 55102*

*Telephone: 651-266-6565  
Facsimile: 651-228-3261*

**DATE:** May 5, 2011  
**TO:** Planning Commission  
**FROM:** Neighborhood Planning Committee  
**SUBJECT:** District 9 Commercial Zoning Study

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### **BACKGROUND**

The District 9 Area Plan, adopted by the City Council on July 7, 2010, contains strategies in the areas of housing, jobs and economic development, community development, land use, and historic preservation and aesthetics. Shortly after the Plan was adopted, one of the parcels near the intersection of W. 7<sup>th</sup> and Grand/Ramsey streets changed hands, raising community concern about future land use and zoning at this important gateway to the neighborhood.

On October 27, 2010, the City Council passed a resolution requesting the Planning Commission "to undertake a zoning study to assess whether the B3 zoning classification of said gateway parcel and the parcels specified herein which are adjacent to the gateway parcel within District 9 would further the District 9 Area Plan's Jobs and Economic Development Strategies calling for the preservation of businesses and jobs in the District while at the same time complementing the District's Housing Objectives." At the same time, a one-year moratorium was placed on the issuance of zoning and building permits or approvals in the study area. The study area boundaries were identified as Grand Avenue on the north, Leech Street on the east, Goodrich Street on the south, and W. 7<sup>th</sup> and Smith on the west. The zoning study and moratorium exempt parcels zoned RT1, RT2, RM1 and RM2 within the larger study area.

### **COMMITTEE RECOMMENDATION**

The Neighborhood Planning Committee recommends the initiation of a zoning study for the area of District 9 bounded by Grand Avenue on the north, Leech Street on the east, Goodrich Street on the south, and W. 7<sup>th</sup> and Smith on the west, excluding any parcels zoned RT1, RT2, RM1 and RM2 within those boundaries. The purpose of the study is to explore rezoning the primarily B3-zoned parcels within the study area to further the preservation of businesses and jobs in the neighborhood in a way that complements the housing objectives in the District 9 Area Plan.

#### **Attachments:**

1. City Council Resolution requesting zoning study
2. Map of proposed zoning study area
3. Draft Planning Commission resolution to initiate a District 9 Commercial Zoning Study



# City of Saint Paul

City Hall and Court  
House  
15 West Kellogg  
Boulevard  
Phone: 651-266-8560

## Signature Copy

Resolution: RES 10-1165

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**File Number: RES 10-1165**

Approving a bridge resolution for the District 9 commercial zoning study.

WHEREAS, on July 7, 2010, the City adopted a new District 9 Area Plan as an addendum to the City's Comprehensive Plan; and

WHEREAS, the District 9 Area Plan's Job and Economic Development Strategies calls for the preservation of businesses and jobs in the District while at the same time complementing the District's Housing Objectives; and

WHEREAS, a long standing land use in the District has recently vacated its use of a parcel of land and the Council find that this parcel is significant as a "gateway parcel" to District 9 because the said parcel abuts lands to the North which are presently zoned B5 Central Business Service and TN2 Traditional Neighborhood; and

WHEREAS, the Council finds that the present B3 General Business zoning classification of the said gateway parcel may not further the objectives contained in the District 9 Area Plan's Job and Economic Development Strategies or the Area Plan's Housing Objectives given the B5 and TN2 zoning classifications of the parcels abutting the gateway parcel and that it was not anticipated at the time of the adoption of the Area Plan's Land Use Mix that the use of the gateway parcel would be vacated; and

WHEREAS, the City Council therefore finds it necessary to request the planning commission to undertake a zoning study to assess whether the B3 zoning classification of the said gateway parcel and the parcels specified herein which are adjacent to the gateway parcel within District 9 would further the District 9 Area Plan's Job and Economic Development Strategies calling for the preservation of businesses and jobs in the District while at the same time complementing the District's Housing Objectives; and

WHEREAS, during the period in which the said zoning study is underway, the City Council desires to maintain the status quo regarding land use in the area surrounding the gateway parcel by immediately and temporarily prohibiting the issuance of zoning and building permits or approvals which would permit development in the area described herein which would or could be inconsistent with the District 9 Area Plan's Job and Economic Development Strategies and Housing Objectives until such time as the planning commission's zoning study of this matter has been completed and the City Council has taken action on the recommendations contained therein; NOW,

THEREFORE, BE IT RESOLVED, that the Council of the City of Saint Paul, based upon the findings noted above and for the general welfare of the public, deems it necessary to hereby immediately prohibit the issuance or approval of any zoning and building permits which would permit development within that area of the District 9 Planning District described in this resolution which would or could be inconsistent with the District 9 Area Plan's Job and Economic Development Strategies and Housing Objectives, until the expiration of twelve months as provided in Minn. Stat. § 462.355, Subd. (4), or until such earlier time as the Council has taken action on the

recommendations contained in the study; AND,

BE IT FURTHER RESOLVED, as provided in Minn. Stat. § 462.355, Subd. (4), the Council of the City of Saint Paul will, in conformance with City Charter § 6.05, subsequently enact a separate interim ordinance, consistent with the intent of this resolution as set forth above and, for the purpose of complying with the time limit imposed on interim ordinances under Minn. Stat. § 462.355, Subd. (4), the effective date of the said interim ordinance shall be the effective date of this resolution and, finally, upon the effective date of the said interim ordinance, the regulatory effect of this resolution shall terminate with no additional action on the part of this Council; AND

BE IT FINALLY RESOLVED, for the purpose of this interim zoning ordinance, that the area of the study and the area which is subject to the said zoning and building permit approval restrictions shall be defined as follows: Grand Avenue on the north; on the west, Smith Avenue to West 7th Street, southwest on West 7th Street to Goodrich; Goodrich Avenue on the south; on the east, Dousman Street to West 7th Street, northeast along West 7th Street to McBoal, and then Leech Street on the east from the alley to Grand Avenue; provided that any parcels with in this area that are presently designated with a RT1, RT2, RM1, and/or RM2 zoning classification shall be exempted from the planning commission's study as well as the zoning and building permit approval restrictions enacted by the interim ordinance.

At a meeting of the City Council on 10/27/2010, this Resolution was Adopted.

Yea: 7 Councilmember Bostrom, Councilmember Carter III, Councilmember Harris, Councilmember Helgen, City Council President Lantry, Councilmember Thune, and Councilmember Stark

Nay: 0

Vote Attested by  
Council Secretary



Trudy Moloney

Date

\_\_\_\_\_

Approved by the Mayor



Chris Coleman

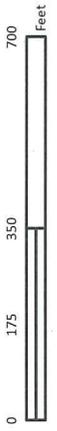
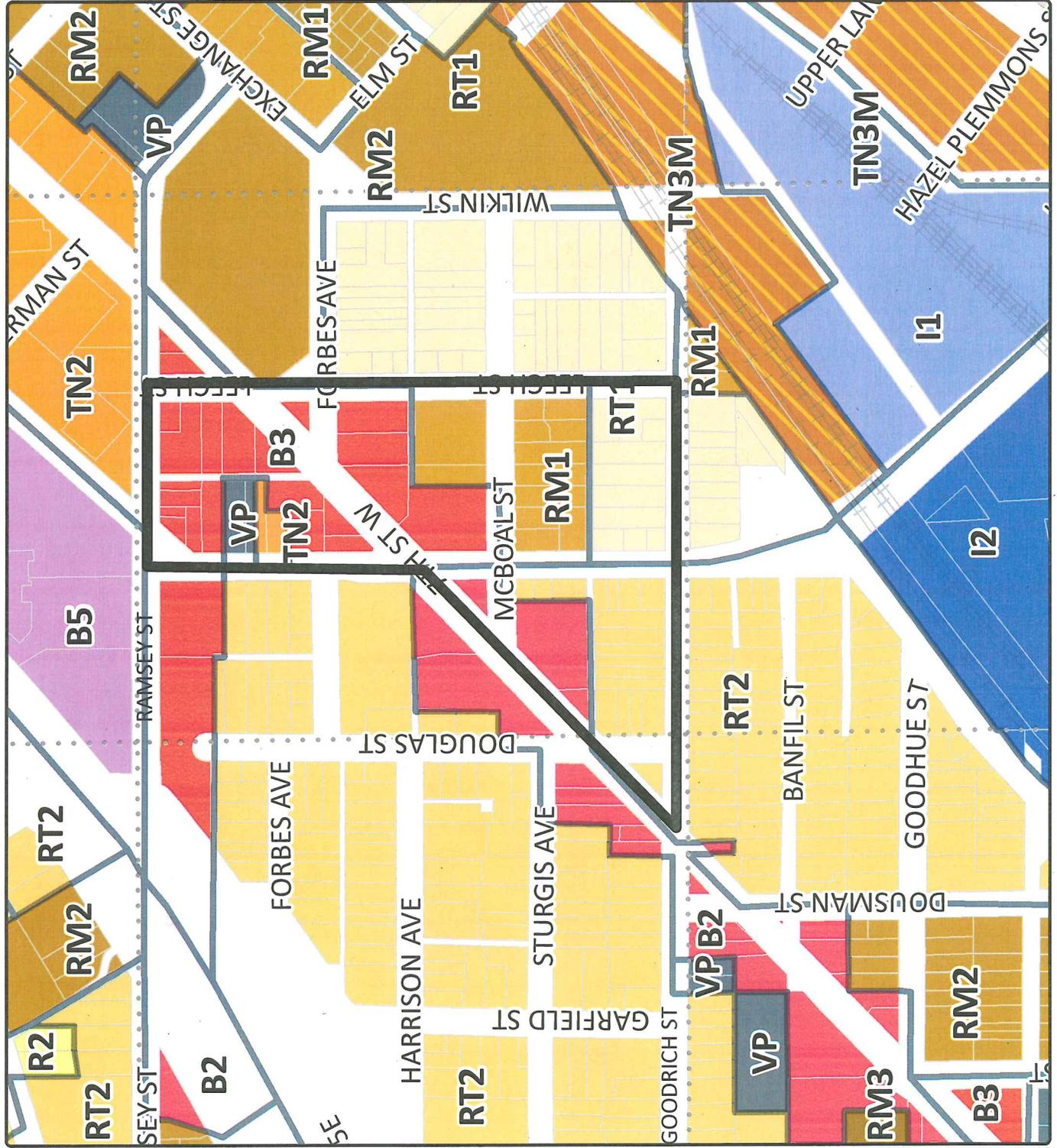
Date

\_\_\_\_\_

# District 9 Commercial Zoning Study

## SAINT PAUL ZONING DISTRICTS

- RL One-Family Large Lot
- R1 One-Family
- R2 One-Family
- R3 One-Family
- R4 One-Family
- RT1 Two-Family
- RT2 Townhouse
- RM1 Multiple-Family
- RM2 Multiple-Family
- RM3 Multiple-Family
- TN1 Traditional Neighborhood
- TN2 Traditional Neighborhood
- TN3 Traditional Neighborhood
- TN3M TN3 with Master Plan
- OS Office-Service
- B1 Local Business
- BC Community Business (converted)
- B2 Community Business
- B3 General Business
- B4 Central Business
- B5 Central Business Service
- IR Light Industrial Restricted
- I1 Light Industrial
- I2 General Industrial
- I3 Restricted Industrial
- VP Vehicular Parking
- PD Planned Development
- CA Capitol Area Jurisdiction
- Section Lines
- Water
- Study Area



city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

**Initiation of District 9 Commercial Zoning Study**

**WHEREAS**, as required by Minn. Stats. §§ 462.355, Subd. 1a and 473.864, Subd. 2, the City, on February 24, 2010, duly updated its Comprehensive Plan; and

**WHEREAS**, on July 7, 2010, the City adopted a new District 9 Area Plan as an addendum to the Comprehensive Plan; and

**WHEREAS**, on October 27, 2010, the City Council requested that the Planning Commission undertake a zoning study to assess whether the existing B3 zoning classification of parcels at and near the intersection of W. 7<sup>th</sup> and Grand/Ramsey streets furthers the District 9 Area Plan's Jobs and Economic Development strategies calling for the preservation of businesses and jobs in the District while at the same time complementing the District's Housing objectives; and

**WHEREAS**, the study area boundaries were identified as Grand Avenue on the north, Leech Street on the east, Goodrich Street on the south, and W. 7<sup>th</sup> and Smith on the west; and

**WHEREAS**, the City Council also instituted a one-year moratorium on the issuance of zoning and building permits or approvals in the study area; and

**WHEREAS**, the City Council directed that the zoning study and moratorium exempt parcels zoned RT1, RT2, RM1 and RM2 within the larger study area; and

**WHEREAS**, Sec. 61.801(b) of the Zoning Code authorizes the Planning Commission to initiate an amendment to the Zoning Code as provided in Minnesota Statutes Sec. 462.357, Subd. 4;

**NOW, THEREFORE, BE IT RESOLVED**, that the Saint Paul Planning Commission hereby initiates the District 9 Commercial Zoning Study for the area bounded by Grand Avenue on the north, Leech Street on the east, Goodrich Street on the south, and W. 7<sup>th</sup> and Smith on the west, excluding those parcels zoned RT1, RT2, RM1 and RM2.

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_



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**To:** Planning Commission  
**From:** Neighborhood Planning Committee  
**Date:** May 4, 2011  
**Re:** **Smith Avenue Revitalization Plan**

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### **Background**

On April 11th the West Side Citizens' Organization (WSCO) approved the draft version of the Smith Avenue Revitalization Plan and recommended it to the Planning Commission.

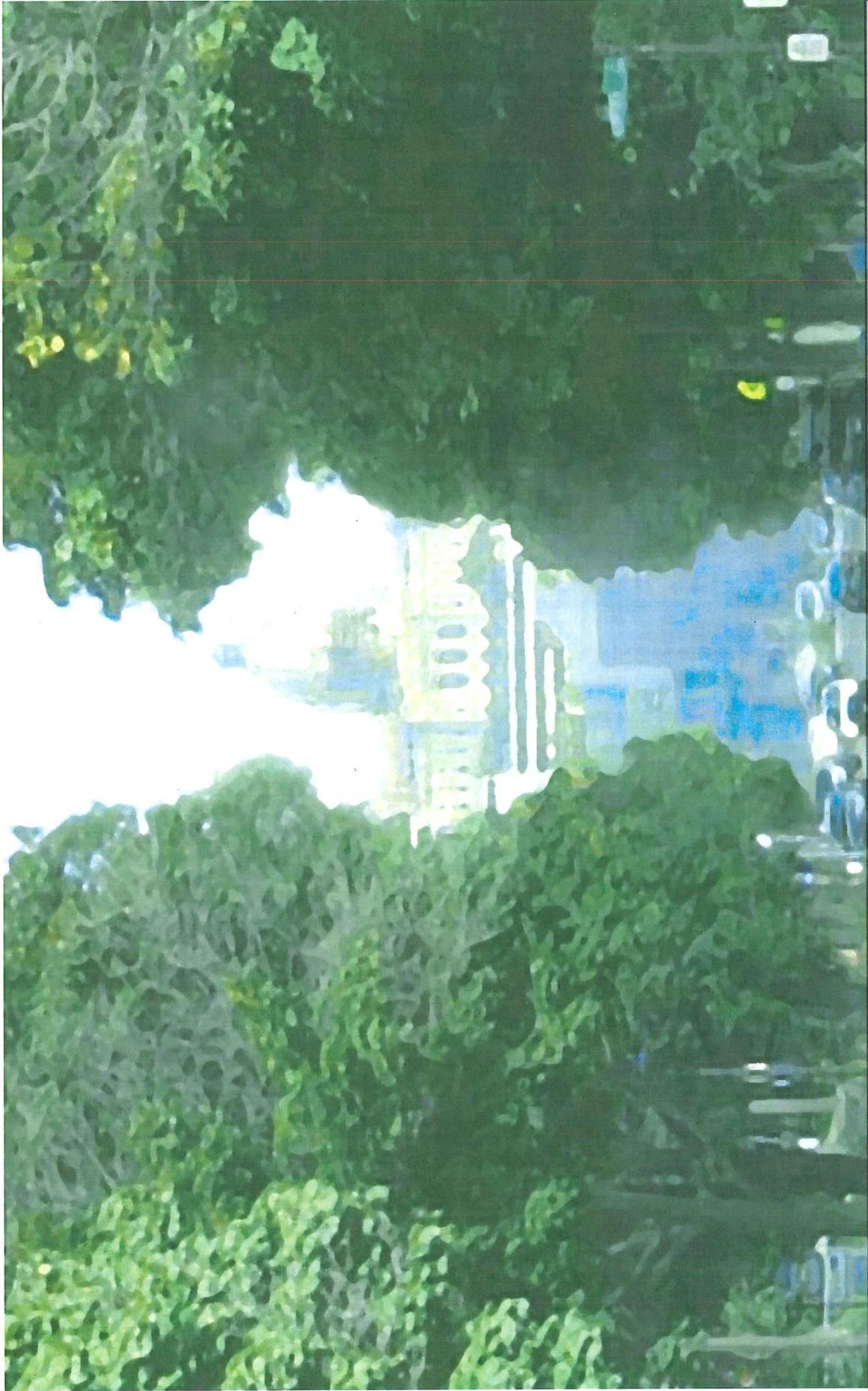
Attached is a copy of the most current version of the Smith Avenue Revitalization Plan.

This plan was created through a Task Force process between February 2010 and December 2010. The Task Force was a joint committee with representation from both Saint Paul and West Saint Paul and represented business owners and residents alike. West Saint Paul Planner Ben Boike also worked on this plan and the West Saint Paul Planning Commission and City Council will consider adopting the portions of this plan that pertain to that city as well.

Four public meetings were held regarding the plan and its related branding guide. Task Force meetings were held once or twice per month depending upon how much ground needed to be covered that month. Planning staff coordinated with other city staff in preparing this plan.

### **Recommendation**

The Neighborhood Planning Committee recommends that the Planning Commission release the Smith Avenue Revitalization plan for public hearing and set a public hearing date for June 24, 2011.



# The DRAFT Smith Avenue Revitalization Plan

Recommended by the Saint Paul Planning Commission on \_\_\_\_\_

Adopted by the City Council \_\_\_\_\_

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## Credits

### Area Plan Task Force Members

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 Jennifer Billig  
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 Heidi Gesell  
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 Linda Ruggles  
 Pat Stevens  
 Mark Tessmer  
 Karen Zumach

### St. Paul Planning Commission Representative

Kristina Smitten (2/2009 to 8/2010)  
 Barbara Wencil (8/2010 to 2/2011)

### West St. Paul City Council Representative

Darlene Lewis

### Cover illustration

View to the Capitol/Steve Komula

### Key City and Community Staff

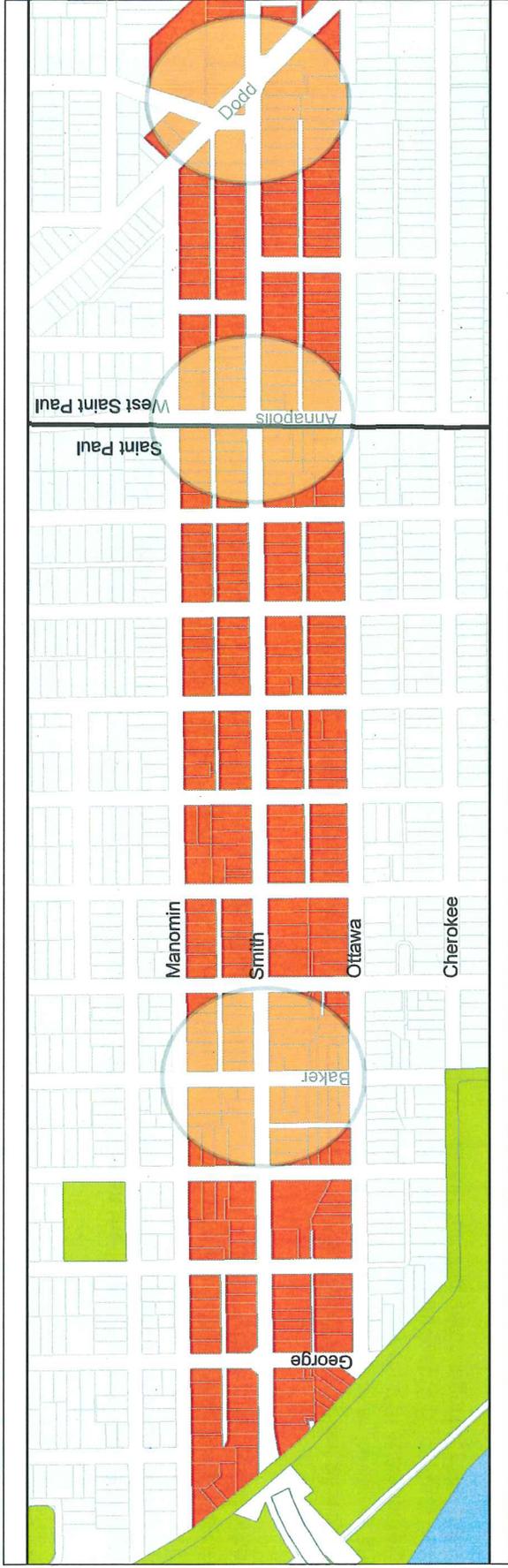
Tia Anderson, Saint Paul Planning and Economic Development Department (PED)  
 Ben Boilke, City of West Saint Paul  
 Monica Bryand, West Side Citizens Organization (WSCO)  
 Elena Gaarder, WSCO  
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 Gail Merriam, Neighborhood Development Alliance (NeDA)  
 Karen Reid, NeDA  
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 Chris Romano, Riverview Economic Development Association (REDA)  
 Ron Stevens, WSCO  
 Jenny Ticcioni, REDA

### Acknowledgements

This plan made possible by the following funders: City of Saint Paul; City of West Saint Paul Economic Development Authority; Dakota County Economic Development Authority.

Assistance from the following University of Minnesota organizations was greatly appreciated: Carlson School of Management, Center for Urban and Regional Affairs, Humphrey School of Public Affairs, and the Metropolitan Design Center.

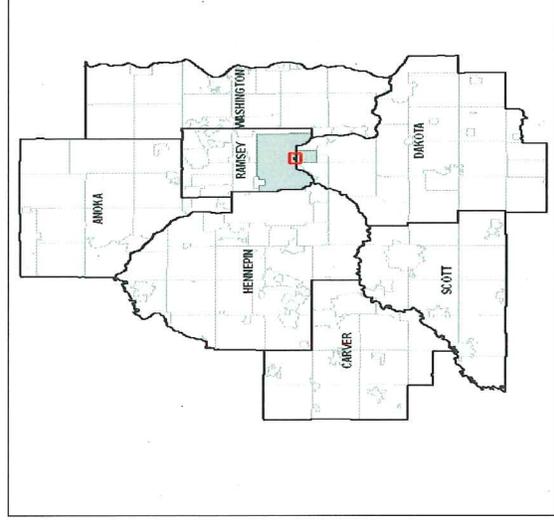
## Study Area



*Saint Paul PED/Dakota County GIS*

The Smith Avenue Revitalization Plan Study Area is centered on Smith Avenue from the High Bridge/Mississippi River in Saint Paul to Dodd Road in West Saint Paul, and includes the blocks on both sides of the Avenue to Manomin (to the east) and Ottawa (to the west). In addition, some consideration has been given to the area around Cherokee Regional Park, Prospect Heights Park, Albert Park and Dodd Park.

Main commercial nodes referred to in the plan are Smith and Baker, Smith and Annapolis and Smith and Dodd, shown above.



*MetroGIS*

## Purpose

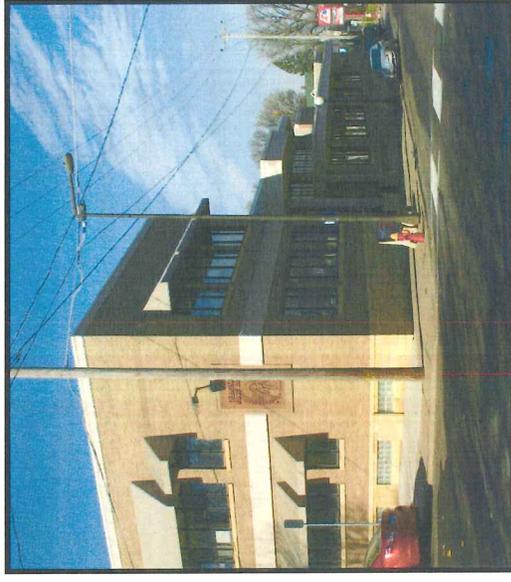
This document is the vision of the Smith Avenue Revitalization Task Force. The Small Area Plan appends the Saint Paul and West Saint Paul Comprehensive Plans. This plan replaces the decertified 1984 Smith Avenue Task Force Report.

In 2009, a first-of-its-kind collaboration was created to lead the Smith Avenue Revitalization Initiative between the Riverview Economic Development Association (REDA), the Neighborhood Development Alliance (NeDA), West Side Citizens Organization (WSCO), City of Saint Paul's Department of Planning and Economic Development (PED) and City of West Saint Paul. Staff from all five entities partnered to guide a planning process for the revitalization of Smith Avenue and gather public input to produce this plan. This plan recognizes the importance of a corridor that connects the two cities, as well as the power of the Avenue and neighborhood to bring together individuals, despite political boundaries, to strengthen their neighborhoods along the Avenue.

The genesis of the collaboration stemmed from two critical occurrences. First, Saint Paul PED recommended to WSCO that the original plan for Smith Avenue, the 1984 Smith Avenue Task Force Report, be decertified. Following this notice, REDA's past Executive Director, Christopher Romano, and West Saint Paul Councilmember Darlene Lewis started to talk about Smith Avenue, and initiated a meeting at Cherokee Tavern with stakeholders along the Avenue. Romano, along with partners mentioned above, gained funding through Saint Paul's Capital Improvement Budget (CIB) process. Subsequently, Romano and Lewis approached the West Saint Paul Economic Development Authority (EDA) to garner funding and support for the planning process. Funding from West Saint Paul EDA was matched by Dakota County.

With staff and financial support from both cities in place, a task force made up of residents, business owners and property owners was established to identify issues and make recommendations that would be part of a new area plan for the Avenue. In addition, several student groups worked on reports that complement this plan: University of Minnesota Carlson School of Management Graduate Volunteer Consultants, University of Minnesota Humphrey Institute Student Group; and University of Minnesota Center for Urban and Regional Affairs. Funding was also used to develop a branding guide and implementation plan for the Avenue, produced by the consultant firm Hay Dobbs.

The purpose of this plan is to set objectives and strategies for the economic, environmental and physical future of Smith Avenue in both Saint Paul and West Saint Paul in order to preserve the long-term vitality of the neighborhood. The plan lays out action steps to achieve an economically, environmentally and physically vital commercial and residential area. These action steps will guide the decisions of public officials, residents, business owners and other stakeholders for the next 10 to 15 years.

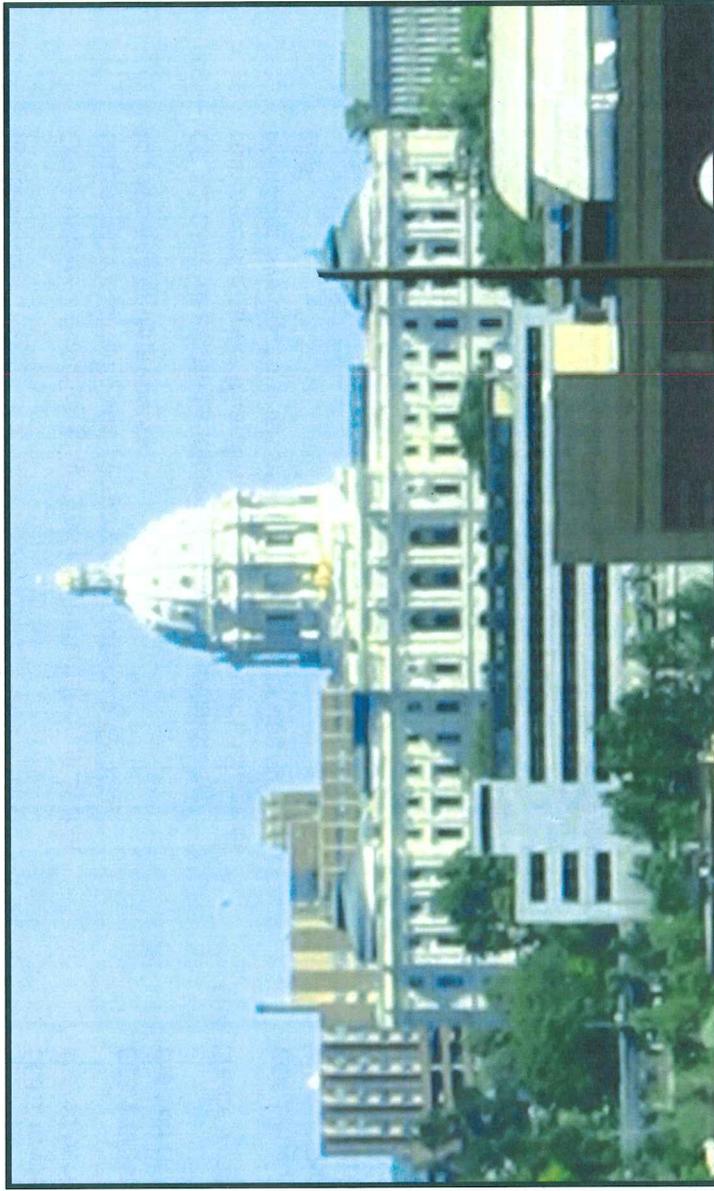


Steve Komula

## Overall Vision

The historic Smith Avenue neighborhood is a safe, thriving community. The tree-lined, mixed-use thoroughfare offers diverse housing options that support the needs of residents, and affordable office and retail spaces that encourage a vibrant local business community. The character of the corridor will be enhanced through creative urban planning strategies.

Smith Avenue is a historic neighborhood avenue that provides unique and diverse restaurant and retail goods and services for patrons seeking a genuine experience, and personal connections to independent local business owners and the community. Smith Avenue must be perceived as consistently offering a unique, eclectic and interesting mix of quality goods and services that create a memorable, locally-connected experience.



*Steve Komala*



## Community Character

With distinctive views of downtown, the Mississippi River and particularly the State Capitol, Smith Avenue is a tree-lined street of residential and commercial properties. The Avenue is a vital area of the upper West Side and provides a key link between Saint Paul and West Saint Paul. However, it is much more than a corridor—its many businesses and residents have remained on the Avenue for decades, and are highly invested in the well being of the area. The majority of buildings were constructed between 1900 and 1920. It is important to maintain historic structures while allowing for new construction that fits within the existing historic fabric. Smith Avenue provides access to both local and regional attractions and amenities such as United Hospital, Cherokee Regional Park, downtown Saint Paul and Lilydale Regional Park. The neighborhood is poised to capitalize on this local and regional access. Maintaining walkability along the Avenue enhances the community character and promotes continuity between the major business nodes. Study area residents are engaged in their community and seek to preserve the small-town feel of the neighborhood. Being on the precipice of one of the nation's most valued natural resources, the Mississippi River, it is important to incorporate environmental and economical sustainability principles into this plan.

### Community Character Objectives and Strategies

CC1. Capitalize on Smith Avenue's central location within the metropolitan area.

CC1.1 Initiate a branding guide and implementation plan that targets local residents and patrons, commuters, bicyclists, tourists and entrepreneurs.

CC.1.2 Capture existing audiences in thriving neighboring commercial districts (Grand Avenue, West Seventh, Village of Mendota Heights) through specific targeted marketing strategies.

CC2. Incorporate sustainable/environmental strategies into new developments.

CC2.1 Consider rain gardens/bioswales/ecoswales in new developments and for existing properties, ensuring that design accommodates shallow soils.

CC2.2 Practice sustainable urban forestry, including species variety, when planting new or replacing trees along the Avenue.

CC2.3 Consider the use of pervious pavement in parking lot construction/reconstruction.

CC2.4 Explore existing City-owned space for a community garden.

CC3. Build community through events.

CC3.1 Implement a National Night Out-type event on the Avenue, shared between Saint Paul and West Saint Paul.

CC3.2 Create and implement a community festival, shared between the two cities.

CC4. Create a safe and welcoming environment.

CC4.1 Encourage more building owners to implement Crime Prevention Through Environmental Design (CPTED) principles in new construction or through commercial retrofits.

CC4.2 Encourage business owners to establish consistent evening hours in order to promote safe street life during these times.

CC4.3 Encourage neighbors to be proactive in reporting suspicious activity to Police Department staff.

CC4.4 Encourage neighbors to be proactive in identifying and reporting code violations to City staff.



## Commercial Vitality

Smith Avenue is a mixed residential and commercial corridor. Key business nodes exist at Baker, Annapolis and Dodd, with mostly low-density housing between each node. Business attraction and retention have been difficult. The Avenue has an approximate 20% vacancy rate between the High Bridge and Dodd Road. This rate has stayed consistent over the past 30 years.

### Commercial Vitality Objectives and Strategies

CV1. Support and retain the current business mix.

CV1.1 Market building and façade improvement programs.

CV1.2 Conduct energy audits for commercial businesses.

CV1.3 Encourage outdoor seating at eating establishments.

CV2. Attract new businesses that complement the existing commercial mix.

CV2.1 Conduct a market gap analysis to identify businesses to attract to Smith Avenue.

CV2.2 Recruit more food establishments to main nodes along Smith Avenue and at Doddway Shopping Center.

CV2.3 Recruit locally-owned anchor tenants to fill commercial vacancies.

CV3. Establish signage standards to ensure consistency in design and application along the Avenue.

CV3.1 Develop new signage design and maintenance standards, including for temporary signs.

CV3.2 Investigate changing MnDOT regulations regarding projecting signs.

CV3.3 Coordinate Zoning Codes related to signage, in order to address discrepancies between the two cities. (for example, regulations regarding temporary signage); create a committee made up of stakeholders from both cities to review and make recommendations.

CV4. Create a strong business community.

CV4.1 Encourage Smith Avenue businesses to become members of REDA or explore the creation of an independent business association.

CV4.2 Connect business owners with existing programs and partners that offer building and storefront improvements, loan programs, and technical financial assistance.

CV4.3 Decrease commercial vacancy rates by 10%.

CV5. Capitalize on neighborhood characteristics to create a strong identity and brand for the Avenue.

CV5.1 Promote the Capitol view through the branding strategy.

CV5.2 Create signage or banners to identify Smith Avenue.

CV5.3 Create a graphic identity for the Avenue to strengthen the brand messages.



### Commercial Vitality continued

CV5.4 Utilize key messages (that Smith Avenue is local, independent, tied to history, eclectic, unique, and connected) to draw customers to the Avenue.

CV5.5 Undertake viral marketing strategies in order to draw consumers to the Avenue.

CV5.6 Determine “Brand Champions” in the neighborhood that are trusted and that can become torch bearers for the brand.

CV5.7 Co-market and co-brand with partners such as District del Sol, other neighborhood organizations, media outlets and Visit Saint Paul.

CV5.8 Educate and inform Smith Avenue businesses on the brand and how they can reinforce the brand essence, brand position and brand soul.

CV5.9 Capitalize on surrounding natural resources as a neighborhood identifier by celebrating the bluffs and the Mississippi River through a community event.

CV5.10 Investigate preservation options, such as historic tax credits, for the abandoned theater and other buildings built prior to 1960.





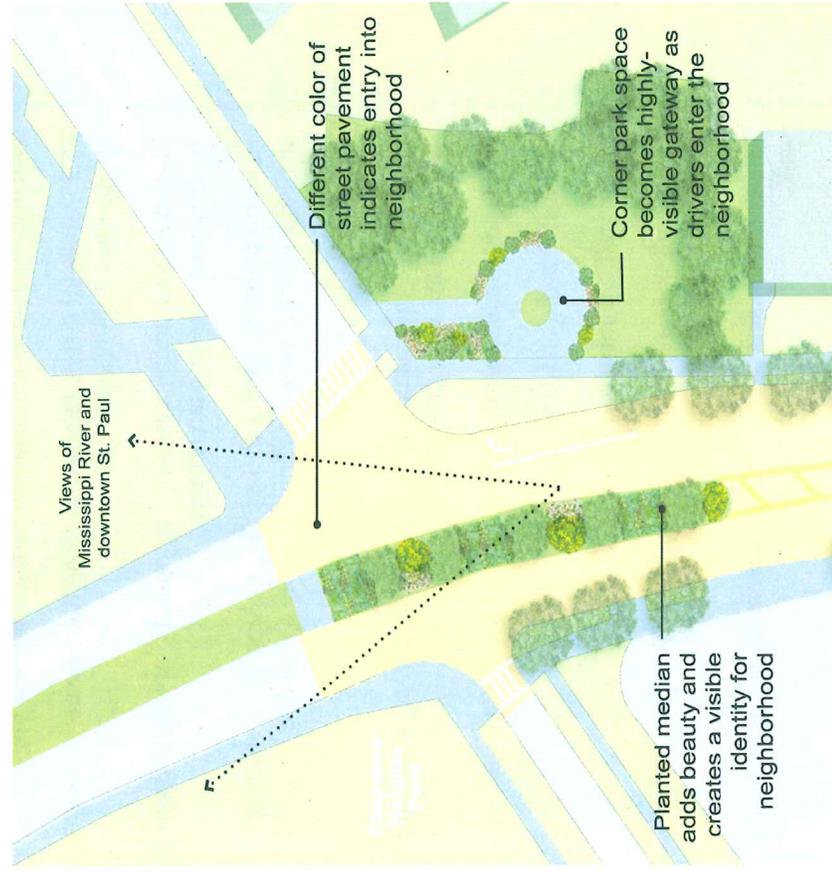
## Land Use

Generally, the community is pleased with the land use and zoning of the Avenue. The commercial nodes function well, and the housing between the nodes is suitable for residents at all stages of life. However, there are differences in the zoning codes of the two cities. This can make it difficult to ensure consistency throughout the Avenue. Strategies for land use and zoning revolve around the concept of establishing consistent and flexible zoning along the Avenue. This allows for density at the nodes, and maintains housing stock in the residential areas between nodes.

### Land Use Objectives and Strategies

- LU1. Maintain current patterns of development on Smith Avenue.
  - LU1.1 Preserve the view of the State Capitol building by restricting building heights at the bluff line.
  - LU1.2 Promote mixed-use development, especially at the commercial nodes.
  - LU1.3 Maintain existing building heights of 1 to 2 stories.
- LU2. Implement landscape design strategies to make Smith Avenue a more inviting place to visit and do business.
  - LU2.1 Create a welcoming gateway at the top of the Smith Avenue High Bridge.
  - LU2.2 Evaluate opportunities at corners to create resting places in order to enhance the pedestrian environment.
  - LU2.3 Reclaim "lost spaces" such as wide areas of sidewalk, unused sections of the planted median, and intersection corners by adding seating, planters, bike racks or other amenities.

### Gateway Node Design



Metropolitan Design Center



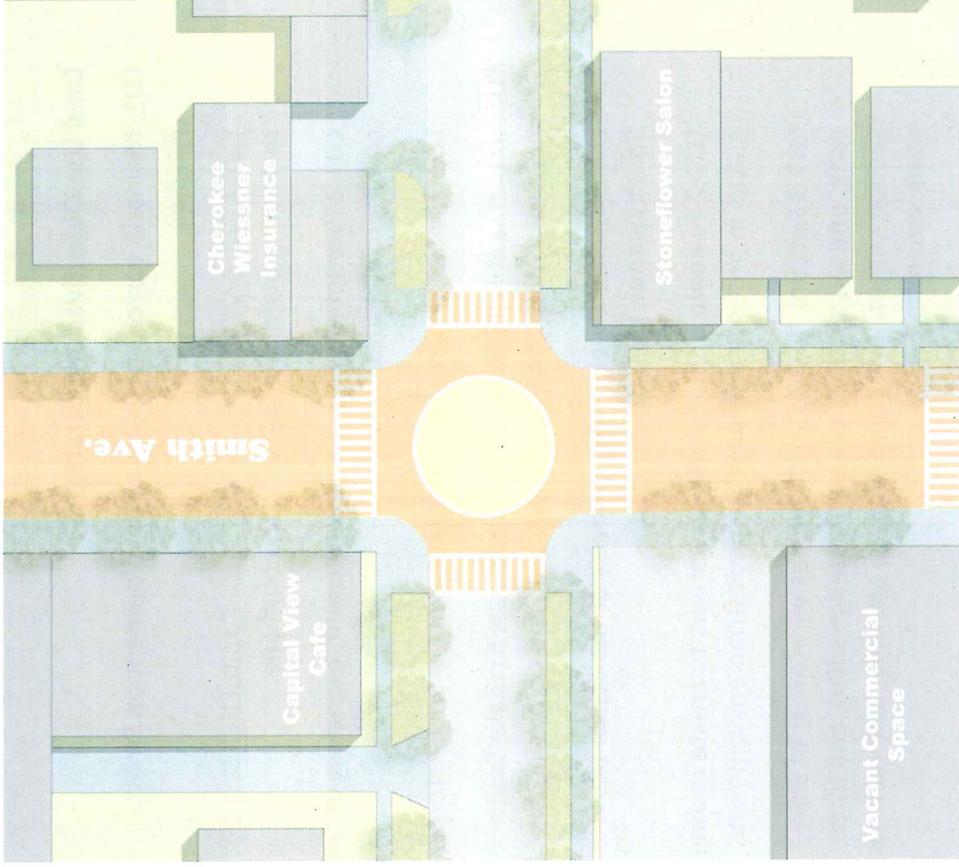
## Transportation

The overarching goal is to create a safe, compact, walkable, mixed-use neighborhood that supports transit. Residents and visitors to businesses experience a lack of on-street parking along Smith Avenue due to inconsistent parking restrictions. As both a residential and commercial street, Smith Avenue should function as a “complete street,” accommodating pedestrians, bicyclists, mass transit and motor vehicles.

### Transportation Objectives and Strategies

- T1. Improve walkability to enhance pedestrian safety.
  - T1.1 Support the future planned construction by Saint Paul Parks and Recreation of a tunnel under Smith Avenue to continue the bike trail from Cherokee Regional Park to Harriet Island.
  - T1.2 Install globe-style lamp posts along the Avenue between Morton Street and Dodd Road.
  - T1.3 Investigate adding sidewalk “bump-outs” at intersections in order to create pedestrian refuges.
  - T1.4 Complete crosswalks at the Stevens, King, Baker, Morton, and Page intersections with Smith Avenue as needed.
- T2. Establish safe bike routes for all users.
  - T2.1 Evaluate the installation of a bike route parallel to Smith Avenue on Ottawa or Ohio streets.
  - T2.2 Study the feasibility of a bike route on Smith Avenue.
  - T2.3 Install artful and functional bike racks.
- T3. Establish traffic calming measures.
  - T3.1 Install sidewalk bump-outs at intersections, to narrow the street and slow traffic.
  - T3.2 Consider using pavers, colored pavement or raised crosswalks.

### Intersection Paving Options



*Metropolitan Design Center*



## Transportation continued

### Transportation Objectives and Strategies

- T3.3 Create street texturing or design elements to delineate a parking lane.
- T3.4 Conduct a safety audit of Smith Avenue south of, and including, the High Bridge.
- T3.5 Investigate opportunities for a dynamic speed sign at the top of the High Bridge, to slow down traffic as it comes off the bridge.
- T4. Design uniform elements to improve the streetscape.
  - T4.1 Develop a way-finding system for pedestrians and bicyclists along the Avenue.
  - T4.2 Install flowers in the public right-of-way along the Avenue, maintained by local businesses.
  - T4.3 Develop a comprehensive streetscape and tree installation plan that is uniform between both cities.
- T4.4 Develop a public art plan for the Avenue.
- T4.5 Install uniform garbage receptacles and develop a maintenance plan through a partnership with business/building owners and residents.
- T5. Address parking limitations along Smith Avenue.
  - T5.1 Ensure parking signage is accurate.
  - T5.2 Examine the possibility of shared parking arrangements for commercial uses.
  - T5.3 Stripe parking lanes along the Avenue.
- T6. Enhance transit opportunities on the Avenue.
  - T6.1 Explore a streetcar concept.
  - T6.2 Create spaces for benches at bus stops by installing bump-outs.

### Intersection Plan with Sidewalk “Bump Outs”



*Metropolitan Design Center*



## Parks and Recreation

The Smith Avenue study area is home to two parks: Capitol View Park in Saint Paul and Albert Park in West Saint Paul. Additional linkages to other local and regional parks in the neighborhood, like Lilydale and Cherokee, should be explored. Since Smith Avenue is a popular route for cyclists and other outdoor enthusiasts, encouraging them to use businesses on the Avenue is an opportunity. This is also an opportunity to support new businesses along the Avenue.

### Parks and Recreation Objectives and Strategies

- PR1. Attract outdoor enthusiasts to Smith Avenue businesses.
  - PR1.1 Create organized activities to draw people to the parks and funnel them to the business community.
- PR2. Increase use of and access to parks.
  - PR2.1 Encourage food trucks to frequent the park.
  - PR2.2 Consider speed reduction measures for through traffic in Cherokee Regional Park, consistent with other parkways.
  - PR2.3 Provide additional recreation facilities at Cherokee Regional Park such as horseshoe pits, bocce, splash pad or opportunities for geocaching, per Parks System Plan and community needs.
  - PR2.4 Install interpretive signage in Cherokee Regional Park consistent with the Great River Park signage system.
  - PR2.5 Market the Cherokee Regional Trail to metropolitan and outstate users.
  - PR2.6 Organize a “grand opening” celebration for the new Cherokee Regional Trail in partnership with businesses.
  - PR2.7 Develop public art installations at Capitol View and

Cherokee Regional Parks. Institute a maintenance fund or build an endowment.

PR2.8 Encourage and fund construction of a trailhead at Capitol View Park, consistent with Saint Paul Parks and Recreation plans.

PR2.9 Construct welcoming signage at Capitol View Park.

PR2.10 Make Albert Park more accessible.

PR2.11 Plant and maintain native, and bird- and butterfly-friendly plantings.



Steve Komula



## Housing

Given the age of the housing stock within the study area, it is important that older houses be maintained and improved in order to maintain the character of the neighborhood, and continue to provide life-cycle housing for residents. Housing should continue to be provided in walkable proximity to shops, services, public transportation, and nearby jobs and education in order to sustain neighborhood commercial assets. Providing housing opportunities for families with children will help sustain local schools.

### Housing Objectives and Strategies

H1. Maintain and improve residential properties.

H1.1 Coordinate code enforcement with non-profit and City housing rehabilitation programs to improve the energy efficiency of homes.

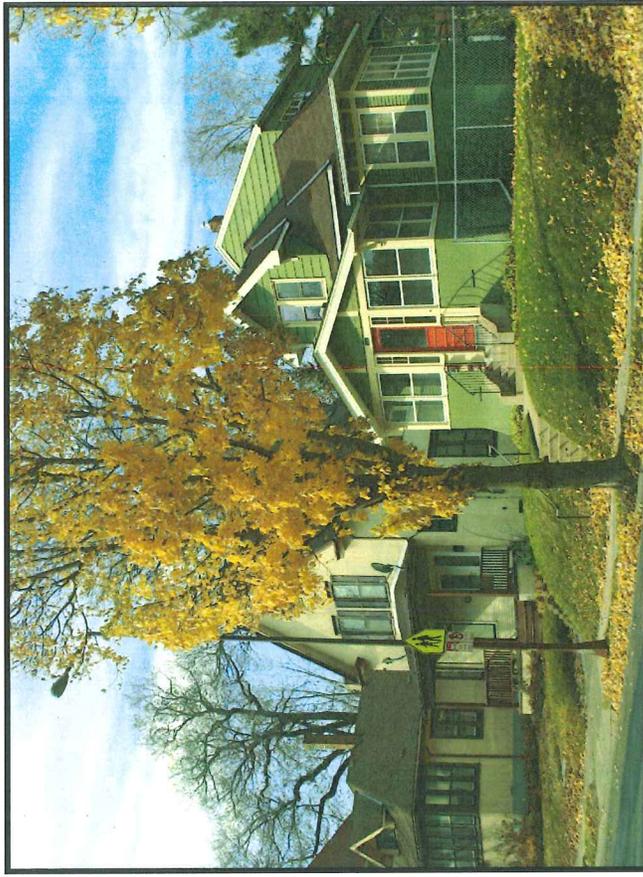
H1.2 Coordinate code enforcement with non-profit and City housing rehabilitation programs for façade improvements.

H1.3 Encourage homeowners and property managers to make landscaping improvements to their properties.

H1.4 Continue to assess vacant housing conditions in both cities, partnering with community development corporations, non-profit organizations, private developers, district councils and block groups, focusing on the residential districts between commercial nodes along Smith Avenue.

H1.5 Promote existing and innovative new programs and incentives that support rehabilitation of one- to three-unit residential properties, especially in the residential districts between commercial nodes along Smith Avenue.

H2. Maintain residential zoning between commercial nodes.



*Steve Komula*



## Historic Preservation

Over the years, Smith Avenue has played an important role in the development of the social and cultural identity of the West Side and West Saint Paul. In the late 1800s, the growth of the Avenue was facilitated by the construction of the High Bridge, which connected the neighborhoods to downtown Saint Paul. Soon thereafter, the streetcar shaped development of businesses and residences on the Avenue, further improving accessibility and influencing business location and consumer shopping patterns. Many small businesses located at major intersections—generally trolley stops—to improve accessibility. Most of the commercial buildings were built prior to 1950. More than 85% of residential parcels were built prior to 1920.

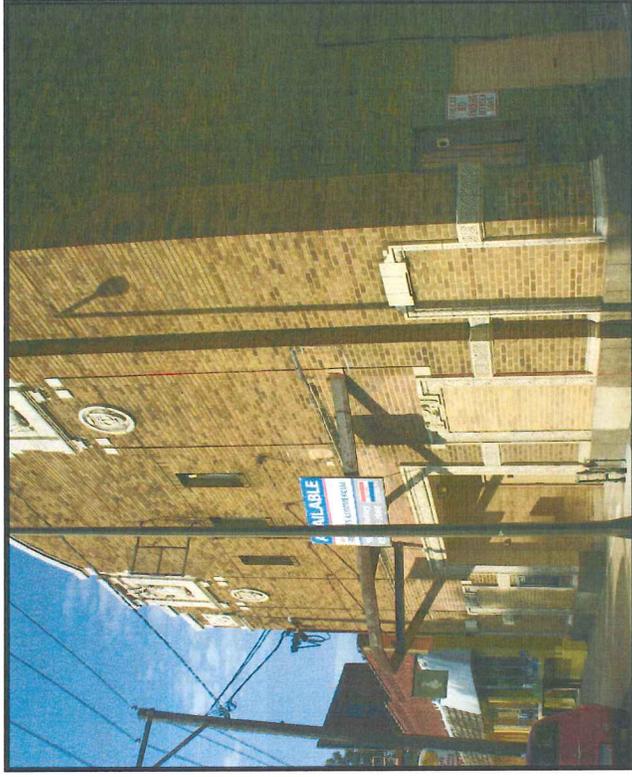
### Historic Preservation Objectives and Strategies

HP1. Maintain and improve the historic nature of the corridor, celebrating its past and enhancing its future.

HP1.1 Conduct a historic context study for Smith Avenue. Contexts provide the framework to help determine if a resource is historically significant and worthy of preservation. This study would help in the identification, evaluation, designation and preservation of historic resources;

HP1.2 Ensure that the current view of the State Capitol from Smith Avenue is preserved.

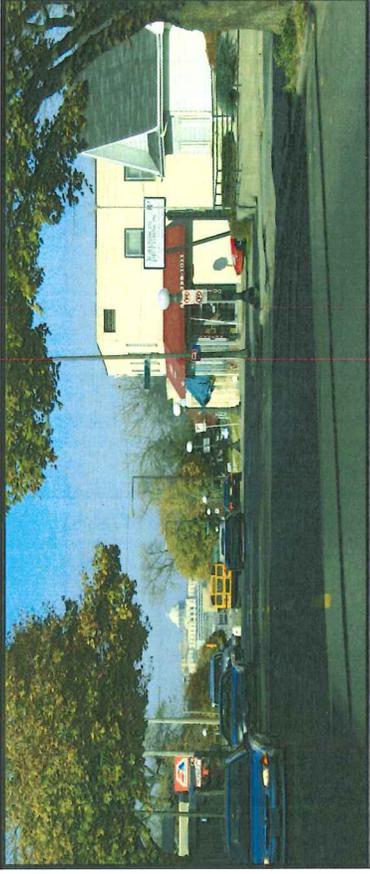
HP1.3 Explore funding opportunities, such as historic tax credits, for rehabilitating structures, such as the former Mohawk Theatre, along the Avenue.



Steve Komula

## Implementation

This section outlines responsible parties and a time-line for the actions laid out in the plan. Responsible parties include: Neighborhood Development Alliance (NeDA), Riverview Economic Development Association (REDA), West Saint Paul Economic Development Authority (WSP EDA), West Side Citizens' Organization (WSCO) and the city departments in each community responsible for the section, along with residents and business owners in both cities.



Steve Komula

### Community Character Strategies

#	Strategy Summary	Responsible Parties	Time Frame
CC1.1	Initiate branding guide and implementation plan	Business owners, REDA	short-term
CC1.2	Capture existing audiences through target marketing	Business owners, REDA, WSCO	long-term
CC2.1	Install rain gardens where appropriate	Residents, business owners, developers	on-going
CC2.2	Practice sustainable urban forestry	Parks	on-going
CC2.3	Consider the use of pervious pavement	Business owners, developers	long-term
CC2.4	Explore city-owned spaces for community gardens	Residents, WSCO	on-going
CC3.1	Implement a shared National Night Out event	Residents, police departments	short-term
CC3.2	Implement a shared community festival	Business owners, residents, cities	short-term
CC4.1	Encourage the use of CPTED principles	Business owners, residents	on-going
CC4.2	Encourage business owners to establish consistent evening hours to promote safe street life	Business owners, business association, REDA, WSCO	short-term
CC4.3	Be proactive in reporting suspicious activity to Police	Residents, business owners	on-going
CC4.4	Be proactive in reporting code violations to city staff	Residents, business owners	on-going

## Implementation

### Commercial Vitality Strategies

#	Strategy Summary	Responsible Parties	Time Frame
CV1.1	Market available facade improvement programs	REDA, Saint Paul PED	short-term
CV1.2	Conduct energy audits for commercial buildings	Business owners	short-term
CV1.3	Encourage outdoor seating at eating establishments	Business owners, REDA, Cities	long-term
CV2.1	Perform business gap analysis and recruit	Business owners, REDA, EDA	long-term
CV2.2	Recruit more food establishments to the Avenue	Business owners, WSP EDA	long-term
CV2.3	Recruit locally-owned anchor tenants to the Avenue	Business owners, REDA, WSP EDA	long-term
CV3.1	Develop new signage design and maintenance standards	Business owners, REDA, WSP EDA, Saint Paul PED, MnDOT, WSCO	long-term
CV3.2	Investigate projecting sign regulations	Cities, MnDOT, WSCO	short-term
CV3.3	Coordinate Zoning Codes related to signage in order to address discrepancies between the two cities	Cities, WSCO	long-term
CV4.1	Build business association or coordinate with REDA	Business owners, REDA	short-term
CV4.2	Connect business owners with business assistance programs	Business owners, REDA, business association	long-term
CV4.3	Decrease commercial vacancy rates by 10%	Business owners, REDA, Cities	long-term
CV5.1	Promote the Capitol view through a branding strategy	Business owners, REDA	long-term
CV5.2	Create signage or banners to identify Smith Avenue.	Business owners, REDA	long-term
CV5.3	Create a graphic identity for the Avenue to strengthen the brand messages.	Business owners, REDA	short-term
CV5.4	Utilize key messages to draw customers to the Avenue.	Business association, REDA, Cities	on-going
CV5.5	Undertake viral marketing strategies in order to draw customers to the Avenue.	Business association, REDA	on-going
CV5.6	Determine "Brand Champions" for the Avenue.	Business owners, REDA	short-term

## Implementation

### Commercial Vitality Strategies (continued)

#	Strategy Summary	Responsible Parties	Time Frame
CV5.7	Co-market and co-brand with area partners	Business owners, REDA	short-term
CV5.8	Educate and inform business owners about the brand and its use	Business owners, REDA	long-term
CV5.9	Capitalize on neighborhood identifiers to create a community event	Business owners, REDA	long-term
CV5.10	Investigate preservation options for historic buildings	Business owners, REDA, WSCO	long-term

### Land Use Strategies

#	Strategy Summary	Responsible Parties	Time Frame
LU1.1	Maintain current patterns of development on the Avenue	Saint Paul PED, WSP EDA, WSCO	long-term
LU1.2	Promote mixed-use development at commercial nodes	Cities	long-term
LU1.3	Maintain existing building heights of one to two stories	Cities	long-term
LU2.1	Create a welcoming gateway at the High Bridge	Cities	long-term
LU2.2	Evaluate opportunities to enhance the pedestrian experience	Cities	long-term
LU2.3	Reclaim "lost spaces"	Cities	long-term

### Transportation Strategies

#	Strategy Summary	Responsible Parties	Time Frame
T1.1	Support construction of trail under Smith Avenue	Parks, Public Works, MnDOT	long-term
T1.2	Install globe-style lighting between Morton and Dodd	Cities, MnDOT	short-term
T1.3	Investigate installing "bump-outs"	Public Works, MnDOT	long-term
T1.4	Complete crosswalks where missing	Public Works, MnDOT	short-term
T2.1	Evaluate installation of bike route parallel to the Avenue	Public Works, MnDOT	long-term
T2.2	Study the feasibility of a bike route on the Avenue	Public Works, Parks, MnDOT	long-term
T2.3	Install artful and functional bike racks	Business owners	short-term

## Implementation

### Transportation Strategies (continued)

#	Strategy Summary	Responsible Parties	Time Frame
T3.1	Install sidewalk "bump-outs."	Public Works, MnDOT	long-term
T3.2	Use creative pavement techniques to slow drivers	Public Works, MnDOT	long-term
T3.3	Create design elements to delineate a parking lane	Public Works, MnDOT	long-term
T3.4	Conduct a safety audit	Public Works, MnDOT	short-term
T3.5	Investigate opportunity for dynamic speed sign at bridge	Public Works	long-term
T4.1	Develop wayfinding system	Public Works, Parks	long-term
T4.2	Install flowers in the public right-of-way	Business owners, REDA	short-term
T4.3	Develop uniform streetscape and tree plan	Public Works, MnDOT	
T4.4	Develop a public art plan for the Avenue	Public Art Saint Paul, Cities, WSCO	long-term
T4.5	Install uniform garbage receptacles	Business owners, REDA	short-term
T5.1	Eliminate parking restrictions in study area	Cities	short-term
T5.2	Examine the possibility of shared parking options	Business owners, REDA, Cities	long-term
T5.3	Stripe parking spaces and lanes along the Avenue	Cities	long-term
T6.1	Explore a streetcar concept	Cities	long-term
T6.2	Create spaces for benches at bus stops by installing bump-outs	Public Works, MnDOT, Metro Transit	long-term

### Parks and Recreation Strategies

#	Strategy Summary	Responsible Parties	Time Frame
PR1.1	Create organized activities to draw people to the parks	Parks	long-term
PR2.1	Encourage food trucks to park in Cherokee Regional Park	Parks	long-term
PR2.2	Consider traffic control measures in Cherokee Regional Park, consistent with the new Cherokee Park and Trail Plan	Parks	long-term

## Implementation

### Parks and Recreation Strategies (continued)

#	Strategy Summary	Responsible Parties	Time Frame
PR2.3	Provide active recreation activities at Cherokee Regional Park, as per approved master plan and community request.	Parks	long-term
PR2.4	Install interpretive signage at Cherokee Regional Park.	Parks	long-term
PR2.5	Market the Cherokee Regional Trail to metropolitan and outstate users.	Parks	long-term
PR2.6	Organize a "grand opening" for Cherokee Regional Trail.	Parks	short-term
PR2.7	Develop public arts installations at parks.	Parks	long-term
PR2.8	Construct a trail head at Capitol View Park.	Parks	long-term
PR2.9	Construct welcoming signage at Capitol View Park.	Parks, Public Art Saint Paul	long-term
PR2.10	Make Albert Park more accessible.	West Saint Paul Parks	short-term
PR2.11	Plant and maintain native, and bird- and butterfly-friendly plantings.	Parks	short-term

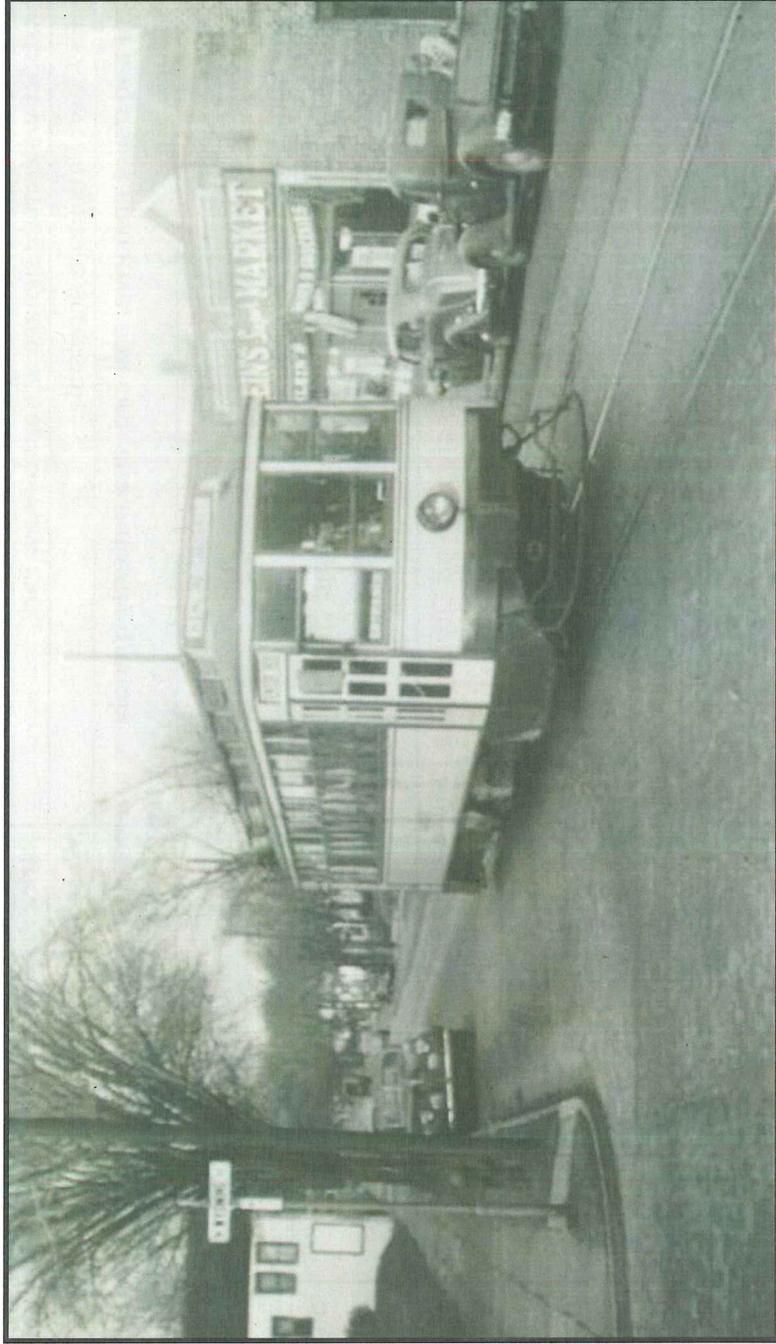
### Housing Strategies

#	Strategy Summary	Responsible Parties	Time Frame
H1.1	Coordinate code enforcement with non-profit and City housing rehab programs to improve energy efficiency of homes	NeDA, WSCO, cities	long-term
H1.2	Coordinate code enforcement with non-profit and City housing rehab programs for facade improvements	NeDA, Historic Saint Paul, cities	long-term
H1.3	Encourage homeowners to make landscaping improvements	Residents, property managers, WSCO	short-term
H1.4	Assess vacant housing conditions	Cities, NeDA	long-term
H1.5	Promote rehab of 1- to 3-unit residential properties	Cities, NeDA, residents	long-term
H2	Maintain residential zoning between nodes	Cities	long-term

## Implementation

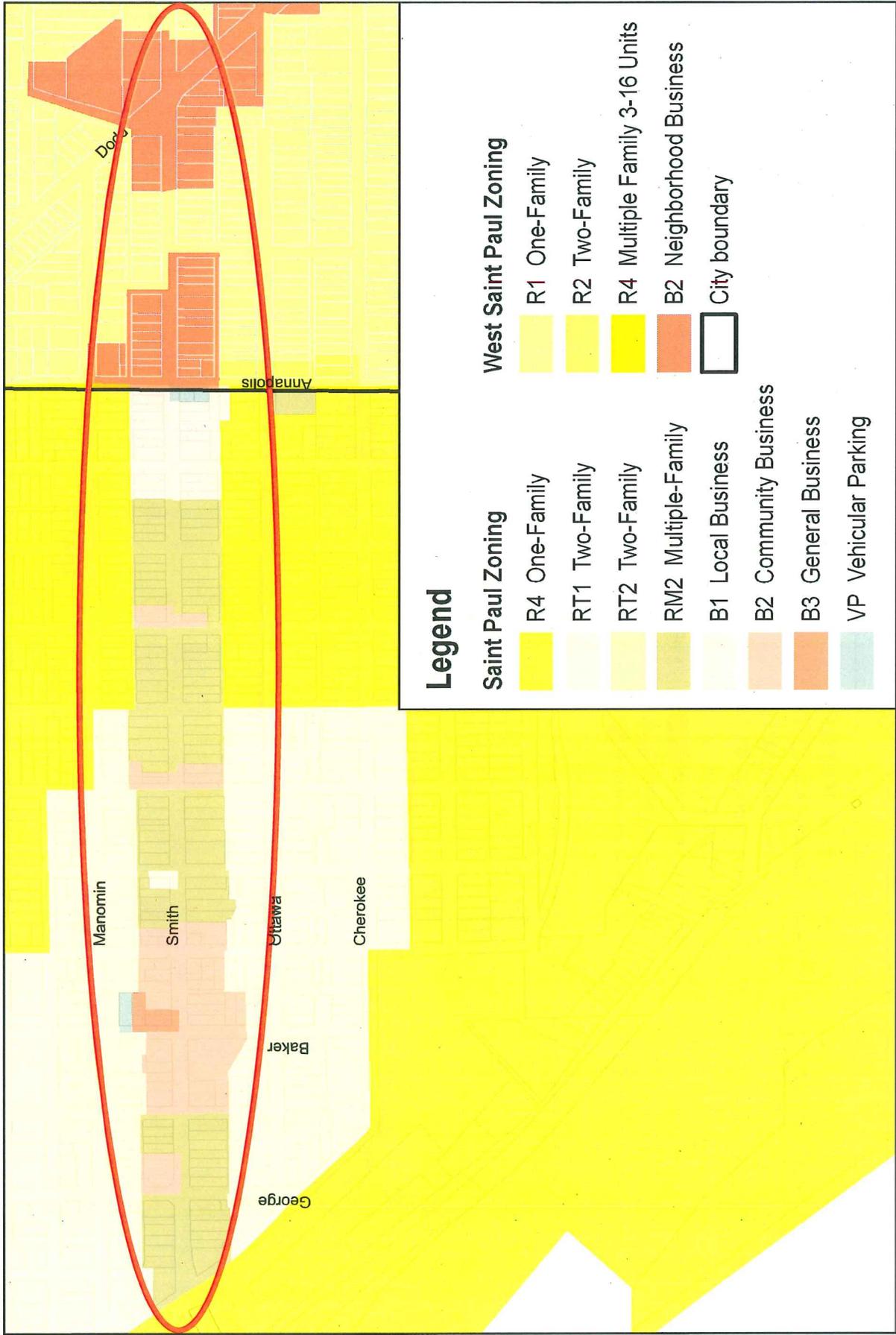
### Historic Preservation Strategies

#	Strategy Summary	Responsible Parties	Time Frame
HP1.1	Perform historic context study for Smith Avenue	Cities	short-term
HP1.2	Ensure that the current view of the State Capitol is preserved	Cities	on-going
HP1.3	Explore funding opportunities for rehabbing older structures	Cities, REDA, NeDA	long-term



*William Moneyppenny, 1945*

**Appendix A: Current Zoning**



*Saint Paul PED, Dakota County GIS*

# Appendix B: Land Use



Saint Paul PED/Metropolitan Council (2005)

## Appendix C: Basic Census Information

The study area is covered by two Census Tracts: 370 in Saint Paul and 601.02 in West Saint Paul. This data is drawn from the 5-year sample data of the American Community Survey, performed by the U.S. Census Bureau.

### Population

- The total population for the two Census Tracts is 5,636.
- 51% are male; 49% are female.
- The median age for Census Tract 370 is 34.
- The median age for Census Tract 601.02 is 40.
- 10% of the population is over age 65 in both tracts.

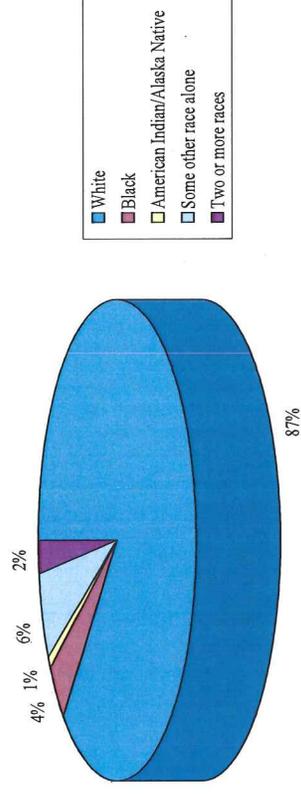
### Income

- The median household income for tract 370 is \$58,056.
- The median household income for tract 601.02 is \$60,642.
- 10% of people living in Tract 370 are below the poverty level as determined by the Census Bureau.
- 6.6% of people living in Tract 601.02 are below the poverty level as determined by the Census Bureau.

### Housing

- Median housing costs in Tract 370 are \$1,057.
- Median housing costs in Tract 601.02 are \$1,106.
- There are 2,347 occupied housing units in these two Census Tracts.
- 1,832 units are owner-occupied which is 78% of units.
- 515 units are renter-occupied, which is 22% of units.

Race by Percentage of Population



*Saint Paul PED/U.S. Census Bureau*

### Transportation

- 67% of commuters drive alone in Census Tract 370.
- 65% of commuters drive alone in Census Tract 601.02.
- 14% of commuters car-pooled in Tract 370.
- 17% of commuters car-pooled in Tract 601.02.
- 4% of commuters took public transportation in Tract 370.
- 12% of commuters took public transportation in Tract 601.02.

## Transportation Committee Staff Report

Committee date: 4.18.11

<b>Project Name</b>	<b>Guidelines for Transportation Committee</b>
Geographic Scope	Citywide
Ward(s)	All
District Council(s)	All
Project Description	Guidelines Transportation Committee to refer to when developing and considering projects and programs.
Project Contact	Emily Goodman
Contact email/phone	Emily.goodman@ci.stpaul.mn.us , 651.266.6059
Lead Agency/Department	Public Works
Purpose of Project/Plan	To provide guidelines to help guide the Transportation Committee in their decision making process
Planning References	Content from Transportation Plan of Comprehensive Plan
Project stage	Development
General Timeline	Q1 2011
District Council position (if applicable)	None
Level of Committee Involvement	Involve
Previous Committee action	Discussion at 12.6.11, 3.7.11, 4.4.11 meetings
Level of Public Involvement	Through Comprehensive Planning Process
Public Hearing	No
Public Hearing Location	N/A
Primary Funding Source(s)	N/A
Cost	N/A

Staff recommendation	Provide any suggestions or feedback or approve as is.
Action item requested of the Committee	Recommend approval of guidelines with any amendments.
Committee recommendation	Approval
Committee vote	9 -0 (3 absent)

### Level of Committee Involvement

<p><b>INFORM:</b> Informational briefings</p>	<p>Projects that are in implementation phase; projects from other jurisdictions; policy documents from other agencies/jurisdictions</p>
<p><b>ADVISE AND CONSENT:</b> Informational briefings with policy discussion, general directives to staff for follow-through</p>	<p>Project and program reviews primarily initiated by staff; or involvement with program development by others</p>
<p><b>INVOLVE:</b> Discussions to develop directions for projects &amp; programs</p>	<p>Policy involvement from inception through design, inc. policy development; environmental documentation,</p>
<p><b>DEVELOPMENT OF PROJECT/PROGRAM:</b> Discussion to form process; screening of ideas; development of recommendations; and managing outreach to the community</p>	<p>Committee has primary responsibility for concept development, and/or overseeing participation process, and/or making specific recommendations to Planning Commission, Mayor and/or City Council</p>

## 4/18/11 DRAFT

# Guidelines for Saint Paul Transportation Committee

---

The Transportation Committee will advise the Planning Commission on transportation planning and project decisions, and create a transparent public forum for such discussions. The committee's work will help the Planning Commission better integrate land use and transportation decisions as they relate to zoning, neighborhood and comprehensive planning, and infrastructure investments. The Committee will be asked to:

- Implement policies and projects from the recently updated Transportation Chapter of the Comprehensive Plan. Review transportation-related zoning amendments/studies, guide new modal plans, and oversee the work of any transportation issue task forces that may be convened.
- Review proposals on large or complex Public Works projects.
- Assist in the review of land use recommendations in neighborhood and small area plans to ensure they are consistent with goals to expand multi-modal transportation options, and that any transportation recommendations are consistent with citywide plans and existing systems.
- Advise, where needed, on site plans or development concepts to ensure true transportation options.
- Review planning or design documents for consistency with "Complete Streets" approach and Universal Design guidelines.
- Engage in regional/interagency projects. Coordinate with the regional and federal governments in transportation planning, and provide guidance for priorities on funding opportunities.

*The Transportation Committee will use the following guidelines as they engage in the above activities, adapted from the Saint Paul Comprehensive Plan, adopted February 2010*

### **1. Use Best Practices for Design and Maintenance**

The needs of all users of the transportation system should be accommodated and balanced, including pedestrians, cyclists, transit, freight, and motor vehicle drivers. Transportation projects must consider and accommodate each mode of travel to the extent appropriate to the function and context of the street. Alternative routes and/or nearby streets should be considered if certain modes are not appropriate to the function and context of the street. The policy applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.

### **2. Create Safer Streets through Education and Enforcement**

Projects should focus on improving accessibility, while accounting for the full range of weather conditions, situations, and surrounding land use to fully support the *Americans with Disabilities Act* and promote health and mobility in the city. Additionally, projects and programs should encourage

awareness of traffic laws and pedestrian rights, and educational and public information campaigns should be employed to enhance the safety and usability of the system for all users.

### **3. Coordinate Transportation and Land Use**

Places to live, work, play, and conduct business should be created that accommodate all modes of transportation through transit-oriented zoning and design guidelines.

### **4. Invest in a Broad Range of Infrastructure Projects**

Investments in maintenance and capital projects that open access to under-developed land and integrate land use and transportation decisions should be supported. Coordination with partners is a good strategy to address shared goals of mitigating congestion, increasing person throughput and cost-effectiveness, creating maintenance-friendly design, and improving pedestrian and bicycle access.

### **5. Increase Transit Ridership and Manage Single-Occupancy Vehicle Use**

Central Corridor LRT and the improvement of transit service in other existing transit corridors should be supported through improving connections between routes and amongst different modes and/or through the implementation of transitways, including modern streetcar. Travel Demand Management (TDM) and the creation of more seamless connections between modes should be utilized to expand commuter options.

### **6. Provide the Tools for a Well-Managed Parking System**

Simplify and reduce off-street parking requirements, and expand the parking management toolbox to include Parking Improvement Districts, TDM planning, shared off-street parking, and managed on-street parking. Establishing fair, market prices to park that cover the true cost of parking should be supported. To encourage the location and intensification of retail, office, and housing uses downtown a reestablishment of a balanced and efficient parking system should be undertaken.

### **7. Integrate Opportunities for Physical Activity into Daily Routines**

Walkable neighborhoods should be supported through cooperative efforts in streetscape design, landscaping, pedestrian-scale lighting, safe pedestrian crossings, and other amenities for people. To help make Saint Paul a world-class bicycling city, a complete and connected bikeway system should be developed and maintained.

### **8. Connect to Regional Systems**

In order to be competitive in the region, Saint Paul must be well connected both locally and regionally. The Union Depot will serve as a multi-modal center of a regional transportation system. Address the limited ability and growing demand for transportation and processing of freight in Saint Paul by studying possibilities for strategic consolidation and expansion, and collaborating on a statewide freight management study.

## **9. Invest in Community Accessibility**

Better multi-modal access to and between neighborhoods should be created through connecting areas that have missing sidewalks or little access to trails and bike routes, reinstating the traditional street grid pattern when opportunities arise, providing a range of transportation choices for accessing community events, and improving connections to the Mississippi River.

city of saint paul  
planning commission resolution  
file number  
date

**Guidelines for Saint Paul Transportation Committee**

WHEREAS, the Transportation Planning Committee advises the Planning Commission on transportation planning and project decisions, and creates a transparent public forum for such discussions; and

WHEREAS, the Transportation Planning Committee aspires to have guidelines to inform their decision making process; and

WHEREAS, the Transportation Planning Committee discussed draft guidelines based on the Comprehensive Plan on December 6, 2010; March 7, 2011; April 4, 2011; and May 2, 2011; and

WHEREAS, at their May 2, 2011 meeting, the Transportation Planning Committed unanimously voted to adopt the guidelines and forwarded its recommendations to the Planning Commission; and

WHEREAS, the Planning Commission considered the recommendations of the Transportation Planning Committee;

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission approves the following guidelines for the Transportation Planning Committee:

**Guidelines for Saint Paul Transportation Committee**

---

The Transportation Committee will advise the Planning Commission on transportation planning and project decisions, and create a transparent public forum for such discussions. The committee's work will help the Planning Commission better integrate land use and transportation decisions as they relate to zoning, neighborhood and comprehensive planning, and infrastructure investments. The Committee will be asked to:

- Implement policies and projects from the recently updated Transportation Chapter of the Comprehensive Plan. Review transportation-related zoning amendments/studies, guide new modal plans, and oversee the work of any transportation issue task forces that may be convened.
- Review proposals on large or complex Public Works projects.
- Assist in the review of land use recommendations in neighborhood and small area plans to ensure they are consistent with goals to expand multi-modal transportation options, and that any transportation recommendations are consistent with citywide plans and existing systems.
- Advise, where needed, on site plans or development concepts to ensure true transportation options.

moved by \_\_\_\_\_

seconded by \_\_\_\_\_

in favor \_\_\_\_\_

against \_\_\_\_\_

- Review planning or design documents for consistency with “Complete Streets” approach and Universal Design guidelines.
- Engage in regional/interagency projects. Coordinate with the regional and federal governments in transportation planning, and provide guidance for priorities on funding opportunities.

*The Transportation Committee will use the following guidelines as they engage in the above activities, adapted from the Saint Paul Comprehensive Plan, adopted February 2010*

### **1. Use Best Practices for Design and Maintenance**

The needs of all users of the transportation system should be accommodated and balanced, including pedestrians, cyclists, transit, freight, and motor vehicle drivers. Transportation projects must consider and accommodate each mode of travel to the extent appropriate to the function and context of the street. Alternative routes and/or nearby streets should be considered if certain modes are not appropriate to the function and context of the street. The policy applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way.

### **2. Create Safer Streets through Education and Enforcement**

Projects should focus on improving accessibility, while accounting for the full range of weather conditions, situations, and surrounding land use to fully support the *Americans with Disabilities Act* and promote health and mobility in the city. Additionally, projects and programs should encourage awareness of traffic laws and pedestrian rights, and educational and public information campaigns should be employed to enhance the safety and usability of the system for all users.

### **3. Coordinate Transportation and Land Use**

Places to live, work, play, and conduct business should be created that accommodate all modes of transportation through transit-oriented zoning and design guidelines.

### **4. Invest in a Broad Range of Infrastructure Projects**

Investments in maintenance and capital projects that open access to under-developed land and integrate land use and transportation decisions should be supported. Coordination with partners is a good strategy to address shared goals of mitigating congestion, increasing person throughput and cost-effectiveness, creating maintenance-friendly design, and improving pedestrian and bicycle access.

### **5. Increase Transit Ridership and Manage Single-Occupancy Vehicle Use**

Central Corridor LRT and the improvement of transit service in other existing transit corridors should be supported through improving connections between routes and amongst different modes and/or through the implementation of transitways, including modern streetcar. Travel Demand Management (TDM) and the creation of more seamless connections between modes should be utilized to expand commuter options.

### **6. Provide the Tools for a Well-Managed Parking System**

Simplify and reduce off-street parking requirements, and expand the parking management toolbox to include Parking Improvement Districts, TDM planning, shared off-street parking, and managed on-street parking. Establishing fair, market prices to park that cover the true cost of parking should be supported. To encourage the location and intensification of retail, office, and housing uses downtown a reestablishment of a balanced and efficient parking system should be undertaken.

### **7. Integrate Opportunities for Physical Activity into Daily Routines**

Walkable neighborhoods should be supported through cooperative efforts in streetscape design, landscaping, pedestrian-scale lighting, safe pedestrian crossings, and other amenities for people. To help make Saint Paul a world-class bicycling city, a complete and connected bikeway system should be developed and maintained.

**8. Connect to Regional Systems**

In order to be competitive in the region, Saint Paul must be well connected both locally and regionally. The Union Depot will serve as a multi-modal center of a regional transportation system. Address the limited ability and growing demand for transportation and processing of freight in Saint Paul by studying possibilities for strategic consolidation and expansion, and collaborating on a statewide freight management study.

**9. Invest in Community Accessibility**

Better multi-modal access to and between neighborhoods should be created through connecting areas that have missing sidewalks or little access to trails and bike routes, reinstating the traditional street grid pattern when opportunities arise, providing a range of transportation choices for accessing community events, and improving connections to the Mississippi River.